

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
CUTPERS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

No. 15,939. 號九十三百九千五萬一第 日六初月四年元統宣

HONGKONG, MONDAY, MAY 24TH, 1909.

一拜禮 號四十二月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO., LIMITED.

[a40-2]

KOWLOON HOTEL

EMPIRE DAY

A MUSICAL DINNER.

will be served

TO-DAY (MONDAY),

the 24th instant, at 8 p.m.

SPECIAL MENU.

The 105th M. L. I. R. Band,

Will Play during and after Dinner.

O. E. OWEN,

Proprietor.

Hongkong, 18th May, 1909.

[a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory

In Bags 250 lbs. net \$3.45 per bag ex Factory

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 29th April, 1908.

[a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour

and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE

M. MAILLE

Propriétaires.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.

every 2 hours.

SATURDAY.

Extra Car at 5.15 p.m. 11.30 p.m. and 11.45 p.m.

EVERY DAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to

11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des

Venue Road Central.

JOHN D. HUMPHREYS & SON,

General Managers

Hongkong, 1st April, 1909.

[a549]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	★★★★	Per Case.	\$22.50
"	★★★		20.00
"	★★		17.00
WHISKY, FINE MALL			20.00
"	JOHN WALKER & SONS'		12.50
"	OLD HIGHLAND		
"	C. P. & CO.'S SPECIAL		10.50
"	BLENDED		
PORT WINE, INVALIDS			20.00
"	DOURO		13.50
SHERRY, LA TORRE			16.00
"	AMOROSO		20.00
BENEDICTINE, D.O.M.		- Qts. 40.00 Pts. 42.00	

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[a51]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

A LARGE SELECTION OF

WATERPROOF COATS

(RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK

REGULATION ARMY AND NAVY

COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS

(NO RUBBER)

\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909.

[a33]



TELEPHONE No. 75.

PRESCRIPTION INSURANCE

Isn't it worth something to know that your Prescription has been filled absolutely right; that the drugs used have been the best obtainable, that it is just as the doctor wants it? You have this Insurance when your Prescription is filled at WATKINS DISPENSARY, and our charges are no higher than those of other CHEMISTS.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

DISPENSE PRESCRIPTIONS.

WATKINS,

CHEMISTS AND DRUGGISTS.

31, QUEEN'S ROAD CENTRAL,

HONGKONG.

DAY AND NIGHT TELEPHONE: 492.

[a39]

KELLY & WALSH, LTD.

Massey's Map of the Peak District: \$1.00 and \$2.00
Standard's New Map of China Showing
Treaty Ports, Railway and Tele-
graph Lines... 2.00
Le Japon Moderne, Son Evolution, by
L. Naudou... 2.75
Some Stumbling Blocks of the French
language and Way to Avoid them,
by G. N. Tricoche... 2.25
The Management of Private Affairs,
Houses, Servants, Banks, Invest-
ments Insurance, Wills, &c. ... 4.50
The King's English... 1.50
The Land of the Tami, Travels in
Japan, by G. C. Murray... 1.75
The Political and Economic Organi-
zation of Modern Japan, by G.
Wilkinson... 4.50
The Studio Year Book of Decorative
Art... 6.50
Oriental Crime, by H. L. Adam... 10.50
Picaresque to Fall Mall, Manners
Morals and Man, by R. Nevill and
C. E. Jennings... 9.00
History of the Bank of England, by
A. Anderson... 6.50
Photographic Optics and Color Photo-
graphy, by G. L. Johnson... 2.25
The Press Album, In Aid of the
Journalists' Orphan Fund... 555.

WORKS BY J. DYER BALL.

Cantonese Made Easy Vocabulary: New
edition revised and enlarged... \$5.00
Cantonese Made Easy... 6.00
How to Speak Cantonese... 5.00
How to Write Chinese... 3.00
Readings in Cantonese Colloquial... 75
How to Write the Radicals... 2.00
Hakka Made Easy... 1.00
Easy Sentences in Hakka... 2.00
The Fifth of the Classics, Quotations
from the Classics in Daily Use... 75
Five Thousand Years of John Chinaman
Things Chinese... 1.50
The Celestial and His Religions... 3.00
Rhythms and Rhymes in Chinese Chimes
Macao the Holy City... 1.50
Is Buddhism a Preparation or a
Hindrance to Christianity in China... 75
Chalmers' English and Cantonese
Dictionary Revised and Enlarged,
by T. K. Dealy... \$6.00
Hsi Kuan Yu Yen Pi Hsu 3,000
Commonly Recurring Expressions
Useful to the Chinese Customs
Service... 2.00
HISTORIC MACAO, by C. Montalto
de Jesus; Illustrated... \$6.00
de Jesus; Illustrated... [a31]

STATE EXPRESS CIGARETTES 555.

"CLAN MACKENZIE"

SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS.

[a34]

FOR SALE

FOR SALE.

A MAGAZINE HAND CAMERA to
carry one dozen Plates 5 by 4. Good
Lens and Easy Adjustment.
Apply to—
Care of "Daily Press" Office.
Hongkong, 6th May, 1909. [710]

FOR SALE.

ELECTRIC PLANT
Consisting of—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS: Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
tions per minute, by Messrs. ROBEY & Co.,
direct coupled to Alternators by Messrs.
JOHNSON and PHILLIPS, complete with
Exciters, &c.
ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWNE and LINDLEY.
For further particulars apply
HONGKONG ELECTRIC Co., Ltd.,
St. George's Buildings.
Hongkong, 23rd April, 1909. [649]

THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods
are Models of Cleanliness and, in these parti-
culars, are probably unsurpassed in the World.

[a563]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE,

26, DES VEXES ROAD, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,

UMBRELLAS, &c., &c.

Cameras fitted with

"Zeiss," "Goerz," "Ross" & "Aldis"

Lenses.

DEVELOPING AND PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

INSURANCE

NORTH BRITISH AND MERCANTILE

TITLE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1907

\$18,114,624.

Authorized Capital ... \$3,000,000

Subscribed Capital ... 2,750,000

Paid-up Capital ... 87,500 0 0

II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

By popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to S&S&G. at \$6, 37 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.

We have now only a few left of

THE CELEBRATED

W. B. CORSETS

NUPUR and ERECT FORM.

Most Popular in the World and worn by the

leading Society Belles of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & Co.

Hongkong, 3rd May, 1909. [41]

DAVID COESAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNEOLD, KAREERG & CO.

Sole Agents.

1674]

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the

Hongkong, 24th July, 1905. [a551]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "BACHEOLA."

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

ADVERTISEMENT

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

DEATH.

At the Victoria Hospital, Parker Road, on Sunday 23rd May, MARY HARRISON, wife of the Rev. T. W. FRANKS of the London Mission.

HONGKONG OFFICE: 10A, DES VUE ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 24TH 1909.

TO-DAY is Empire Day. Each year we see an extended observance of Empire Day, more conspicuously perhaps in the Colonies than in the Motherland. Here in the loyal Colony of Hongkong, as in many other Colonies, it is declared by the Government to be a Bank Holiday; and when the Banks take a holiday so also does the business community generally. Doubtless in course of time we shall see May 24th added by the British Parliament to the Calendar of St. Lunsbrook as a public holiday. For the present, Empire Day in the United Kingdom is celebrated chiefly in the schools. Last year the number of schools, training colleges and institutions in the United Kingdom which observed Empire Day was 15,640, while the number in the Colonies was 35,482. The approximate number of scholars attending these schools was nearly seven millions, and as at least an equal number of adults attended the celebrations it was calculated that May 24th was observed last year by between thirteen and fourteen million subjects of H. M. the King. The population of the British Empire, spread over twelve millions of square miles, or 21 per cent of the earth's land surface, is estimated at four hundred millions, or 22 per cent of the population of the Earth; so that the movement has still plenty of room to grow. Even in places where Empire Day is celebrated it is probable that many people

have but a hazy idea of what it is intended to signify. In the words of Lord MEATH, the father of the movement, "it is intended that the Empire celebration shall be the outward sign of an inner awakening of the peoples who constitute the British Empire to the serious duties which lie at their door." It is not the occasion then for a sort of vulgar "Jingoism" which says: "Was there ever such a glory as that which follows the flag of Britain wherever it is unfurled?" The underlying idea of the movement is something entirely different; its watchwords are: "Responsibility, Duty, Sympathy, Self-Sacrifice." Though as an outward and visible sign of recognition of the day we are advised to fly the Union Jack, and wear daisies, ox-eyed daisies, bachelor's buttons, marigolds or marguerites, there is much insistence on the fact that the movement is non-aggressive, as it is also non-sectarian and non-partisan. All the lectures in schools and the sermons in churches which are enjoined in connection with the celebration are intended to enforce the lesson of the importance of character in Empire building. It is a movement which, as Lord MEATH conceives it, would have delighted the heart of JOHN RUSKIN and THOMAS CARLYLE. This side of Empire-building is enforced by a quotation from JOHN STRAUBER MILL, a man not over given to sentiment and poetry, who concludes a great work on the power and strength of nations by saying, "After all, the worth of a state is in the long run the work of the individuals composing it." "The prosperity of a country," says another great intellect, "after all depends not on the abundance of its revenues, nor on the strength of its fortifications, nor on the beauty of its public buildings, but it consists in the number of its citizens who are men of character. Here are to be found its true interests, its chief strength, its real power. That which raises, strengthens, dignifies a country, that which spreads her power, creates her influence, makes her respected and submitted to, bends the hearts of millions, and bows down the pride of nations to her. In a word, her true throne, crown and sceptre are to be found in an aristocracy, not of blood nor an aristocracy of talent, nor an aristocracy of fashion, still less an aristocracy of money, but an aristocracy of character." The great Empires of the past have waned and faded away owing to the decadence of the moral fibre. "The worst trouble that Athens suffered," writes GORE, the historian of Greece, "was the want of character and integrity in her citizens and public men." Empire Day then is a day of introspection for the citizens of the British Empire. Are there any signs of rot at the roots? If so can we remove it and preserve the tree from decay? This is the underlying purpose of the movement, and it is one greatly to be commended. May 24th will long be remembered in English history as the birthday of a Great Queen who left the Empire the legacy of a noble character; and it was a happy inspiration to link the Empire movement with the memory of a sovereign who will ever live in the history of the Empire, as "VICTORIA the Great and Good."

A movement is on foot for the holding of a "World's Fair" at Nanking.

A list of copyright works issued by the Board of Customs, London, is published in the current *Quotable*.

Shooting in connection with the *Daily Mail* Empire Day Rifle contest is to take place today at King's Park.

At the Magistracy on Saturday an unemployed English cook named Edward Day was charged with being a vagrant. The Magistrate sent him to the House of Detention.

The annual tennis match between Hongkong Cricket Club and Kowloon Cricket Club, which was to have been played on Saturday at Kowloon, will take place to-day weather permitting.

A meeting of the Sanitary Board takes place to-morrow. Among the "orders of the day," we note, is a letter from Mr. Shelton Hooper relative to a nuisance at the new Western Market.

Thirty cases of machinery, purchased from America, from the purpose of manufacturing bank-notes of the Ta Ching Government Bank, reached Peking recently. An expert American bank-note engraver is on the way out to China.

Whether he was a humorist or a common thief is not yet known, but some one stole a dentist's stock of teeth on Friday. Of course they were not in his head. They were some he had in a show case in front of his rooms in Queen's Road and were valued at \$100.

The *Peking Daily News* discussing the agreement reached by the European bankers regarding the Hankow-Canton Railway loan, says:—"The important thing to China is that these two valuable railways (Hankow-Canton and Hankow-Szechuan) will be built, and that the money for them is borrowed on China's own terms, not on terms dictated by others." The telegraphic summary of the arrangement certainly does not warrant the conclusion that the lines are to be built on China's own terms.

The *Gazette* notifies that the Colonial Auxiliary Forces Long Service medal has been granted to Co. Sergeant-Major B. W. Grey and Bombardier H. E. Craddock of the Hongkong Volunteer Corps.

Monday, May 31st (Whit Monday), has been gazetted a government holiday, but the Police Magistrates' department has been excluded from the operation of the Public Holidays Ordinance on that day.

Mr. P. N. H. Jones has been appointed to act as Director of Public Works during the absence on leave of the Hon. Mr. W. Chatham, C.M.G., or until further notice. Mr. Jones has also been appointed a member of the Executive and Legislative Councils.

Mr. J. S. Dobie, the agent in Hongkong of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 8th May amounted to 23,981.60 tons and the sales during the period to 25,411.38 tons.

H.E. the Governor, has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. C. W. M. Beekwith, Assistant Harbour Master, to be Assistant Superintendent of Police, in charge of the Water Police, in addition to his other duties.

The Mayor of the Japanese Municipality at Chemulpo recently committed *harakiri* with a sharp Japanese sword, and afterwards cut his throat with a razor with the intention to complete the act. He was promptly removed to hospital and received every medical attention, but was not expected to recover.

It is understood that Mr. J. H. Morris of the Colburn Bowditch Development Company has obtained a concession for a black lead mine of an area of 991.129 *tau* in Kangwon-do, Korea. Mr. W. V. Curtis, an American, has also secured a similar concession in Chongsan District North Chongchong-do, his mine covering 180,119 *tau*.

The many friends of the Rev. T. W. Pearce of the London Mission Society will regret to learn of the death of his wife at the Victoria Hospital yesterday afternoon. The late Mrs. Pearce had a large circle of friends in the Colony, and their sympathy will be extended to the bereaved husband and sorrowing family. The interment takes place in the Colonial Cemetery to-day at 5 p.m.

The Hon. Mr. Chatham, C.M.G., Director of Public Works, left the Colony on Saturday for home by the *Empress of India*, on nine months leave of absence. Mrs. and Miss Chatham, who have been spending three weeks in Japan, join the steamer at Yokohama. Other well-known passengers by the same steamer were Mr. C. H. Ross and Mr. H. Hancock. The latter will be away five months.

The native papers of the north state that the Foreign Ministers have addressed a dispatch to the Wai Wai-wu asking that the Board of Finance be called upon to guarantee all deposits with the native banks to prevent foreign merchants from incurring any loss. The Wai Wai-wu and the Board of Finance contend that the Banks are not under the control of the Chinese Government, and therefore the Board will be quite unable to enter into any such guarantee.

The Hongkong police have succeeded in arresting a bank clerk named Lam (see Siang), who is wanted in Penang for the larceny of about \$70,000 from the Penang branch of the Hongkong and Shanghai Banking Corporation between September 30th 1901 and April 1909. It is understood the prisoner made fictitious entries in the books and obtained the money. The police are to be congratulated on a smart capture, which was effected by Inspector O'Sullivan.

A novel defence was submitted by a Chinese at the Magistracy on Saturday. In answer to a charge of stealing a live fowl, which it was stated he picked up in the street at West Point and slipped under his jacket, he told his Worship that the fowl was in his way, and he picked it up to avoid treading on it and injuring it. Mr. Hazeldan, however, failed to appreciate such a kindly nature, and sent the man to prison for three weeks, and ordered him to be exposed in the stocks for six hours.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 5 of 1909.—An Ordinance to demonetize Postage Stamps bearing the Head of Her late Majesty Queen Victoria; Ordinance No. 6 of 1909.—An Ordinance to amend the Law with respect to the liability of young persons to the death sentence; Ordinance No. 7 of 1909.—An Ordinance to amend the Larceny Ordinance, 1865; Ordinance No. 8 of 1909.—An Ordinance to amend the Life Insurance Companies Ordinance, 1907; Ordinance No. 9 of 1909.—An Ordinance further to amend the Merchant Shipping Ordinance, 1899.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Rubi* left Manila on the 22nd instant, and is due here to-day at 6 p.m. The P. & O. str. *Dahli* left Singapore for this port on the 22nd instant at 5.30 a.m. with the outward English Mail, and is due here on the 26th instant at about 3 p.m.

The Apsar str. *Gregor Apsar* from Yokohama and Kobe, left Moji on the 22nd inst. morning and may be expected here on or about the 27th instant morning.

The C.P.R. str. *Monteagle* left Yokohama on Friday the 21st inst. at 3 p.m. for Victoria and Vancouver.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE "SCARE-SHIP"

LONDON, May 22nd.

Interviews with balloon manufacturers are published showing that numerous model airships have been sold in England for purposes of advertisement. Some of the airships are twenty-five feet long.

It is believed that this explains the late mysterious appearances of airships.

The German press seriously discusses the airship and other scares in Great Britain, dwelling upon the danger of baseless alarms when the powder cask is awaiting sparks.

LORD CHARLES BERESFORD ON THE NAVY.

"MOST SERIOUS WANT OF ORGANISATION."

LONDON, May 22nd.

Admiral Lord Charles Beresford was present as a guest at the Australasian banquet, and in the course of a speech urged the Colonies to build cruisers eventually for our Fleets, with a view to the formation of an Imperial Navy, thus making war on us impossible. The building of eight Dreadnoughts this year, he said, was essential, but these would be insufficient to make up the delay of the past four years. The present position of the navy showed a most serious want of organisation for proper preparation for war.

CHINESE MINISTER TO LONDON.

LONDON, May 23rd.

The Chinese Minister has had an audience of H. M. the King, presenting his (new) credentials together with a letter from the Emperor.

THE FRENCH SILK INDUSTRY.

LONDON, May 23rd.

The French Chamber has agreed to the clauses of the Silkworm Bill granting bonuses to manufacturers.

THE CASABLANCA AFFAIR.

VERDICT OF THE HAGUE TRIBUNAL.

LONDON, May 23rd.

The Hague Tribunal which has investigated the Casablanca affair of November 1908, finds that the Secretary of the German Consulate committed a grave and manifest error in endeavouring to embark deserters, and the Consul an unintentional error in protecting the deserters; but the French failed to show a proper respect for the Consul and were unjustified in threatening and striking a Consular attendant.

GERMANY'S FINANCIAL MEASURES.

LONDON, May 23rd.

The Reichstag has thrown out the whole of the Government's Succession Duties Bill.

[FROM THE "CHUNG NGOI SAN PO."]

THE PORTUGUESE MINISTER AND AN ALLEGED REBEL.

PEKING, May 23rd.

The Portuguese Minister recently addressed to the Waiwupu a request for the release of a member of the Anti-Manchu Society, named Yung Kit, who was arrested by the Chinese authorities at Shanghai. The request was refused.

PROPOSED EMIGRATION AGREEMENT.

PEKING, May 23rd.

The Waiwupu intends to negotiate with the Foreign Powers for new agreements with respect to the emigration of Chinese labourers.

SUPREME COURT.

Saturday, May 22nd.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

AN INJUNCTION GRANTED.

Mr. M. W. Slade, who was instructed by Mr. J. Scott Harston (of Messrs. Evans and Harston) applied on behalf of the Portland Flour Mills for an interim injunction against Messrs. Soares and Co., to restrain them from selling flour in bags marked so as to be calculated to be passed off as the flour of the plaintiffs. Counsel submitted that the bags on the face of them were liable to deceive, especially as much of the flour went into the country. The plaintiffs' bags were marked with the three colour brand and defendants also had the same colours.

Hon. Sir Henry Berkeley, K.C., who was instructed by Mr. Leo d'Almada e Castro (of Messrs. Goldring, Barlow and Morrell), for the defence, said there had been no infringement by the defendant because he was only the agent, and sold the flour on behalf of the American Trading Co. Defendant had called the company and they replied that there was no infringement, and instructed him to contest the case.

His Lordship said he would grant the injunction because even if defendant undertook not to sell the flour someone else could do so. He expressed regret for defendant, who he considered had acted perfectly innocently in the matter.

CORRESPONDENCE.

A CONTRADICTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 22nd.

SIR,—The *Hongkong Telegraph* published in its issue of the 21st inst. a telegram from Peking, 18th May, reproduced from the Chinese newspaper *Shenung Po* relating to a supposed violation on the Chinese frontier of Kwangsi by French troops stationed in Tonkin.

I am authorized to give a formal denial to these absurd rumours which, according to official telegraphic information I have just received from the Governor General of Indo-China, have no foundation whatever.

I may even add that the authorities on both sides of the frontier are working in perfect harmony.—Believe me, very sincerely yours,
GASTON LIEBERT,
Consul for France.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 4th May 1909.

Present:—Messrs. W. H. Wallace (Chairman), J. B. Fenwick, W. Krause, J. Moncavini W. Wilson, the Health Officer and the Secretary (Mr. C. Berkeley Mitchell).

The minutes of the last meeting were read and confirmed.

NEW BUILDING SITE.

A letter was read from the Senior Consul informing the Council that the Taotai of Amoy has issued title deeds to the Council for the plot of ground near the old Market buildings, reclaimed by the Council in the course of scavenging operations.

THE LICENSING OF CHAIRS.

The regulations governing the licensing of chairs and chair hongs, and the fixing of fares, drawn up by the sub-committee, were read and approved, and the Secretary was directed to forward same to the Senior Consul for the information and approval of the Consular Body.

PATH OR PUBLIC ROAD?

A letter was read from Mr. W. C. Hankins asking the Council to consider a path leading past the house of Tso Chun, in the paddy fields, Kang-ah-an, a public road. The Secretary was instructed to inform Mr. Hankins that the Council has no authority to consider any path of this description a public road, and to refer him to the Council's letter addressed to him on the 24th October 1906.

THE CHINESE MEMBER.

It was decided to ask the Senior Consul to again address the Taotai concerning the post of Chinese Member of the Council, with a view to the vacancy being filled.

POLICE REPORT.

The Superintendent of Police reported that the following cases had been dealt with at the Mixed Court since the last meeting:—

Summonses.—Contempt of Court, 1; Illegally detaining property, 1; Allowing pigs and cattle to stray, 10; Obstructing a public road, 1; Throwing rubbish &c. into the public drains, 2; Summary Arrests.—Theft, 6; creating a disturbance, 2; Returning from deportation, 1; gambling, 4; housebreaking, 2; being in possession of burglar's tools, 1; contempt of Court, 1; drunk and incapable, 1; Being in possession of stolen property, 1.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ko Shing Theatre	\$25
Tai Ping Theatre	25
Chung Hing Theatre	25

COMPANY MEETING.

THE PARIS TOILET CO. LD.

The third general meeting of shareholders in the Paris Toilet Co. Ltd. was held at the offices of the General Managers, Victoria Buildings, on Saturday afternoon. Mr. H. Percy Smith presided, other shareholders present being Messrs. J. Hennessy Seth, E. Beth, C. Metzinger, W. Schmidt, E. Grant Smith, Li Fuk Tsau, Leong Wong Cheung, L. A. Marcal and J. O. Spiess (manager).

The CHAIRMAN, after reading the notice calling the meeting, said—Gentlemen, you have had the report and accounts in your hands for some time, and with your permission we will take them as read. In the report we have endeavoured as far as possible to explain the reason we have not been able to show sufficient profit to enable us to pay a dividend, and I have nothing further to add on the matter, but shall be pleased to answer any questions.

After a period of silence the Chairman said that as there were no questions he would propose the adoption of the report and accounts.

Mr. SPIESS—I have something I would like to mention. I would like to have more oversight of the books, and to know more about the expenses at the end of each month. If you keep me as manager you must let me know the monthly expenditure. Sometimes for four or five months I don't know whether there is a cent in the bank or not. I must know the position of affairs every month. In June last year I asked that a half-yearly meeting should be called, so that I could explain the whole thing to the shareholders.

The CHAIRMAN—Personally, I did not know that you had not all the information you wanted. As you actually make out the statement of expenditure I should have thought you knew everything that has been done. If you have not had all the information you want, let us know what you want, and you can have it.

Mr. SPIESS—I wrote you a letter asking you to call a meeting of shareholders, and you told me it was not the thing for a company to have a private meeting. If we don't pay a dividend I bear the brunt. I want something out of my share at the end of the year, and if I don't get it I want to know what is going on. If I ask you what is going on, you have got to refer to the books.

Mr. J. H. SETH—But you make out the expenses every month. You know how much the commission is, and what the other expenses amount to.

Mr. SPIESS—But there are other expenses I know nothing about.

Mr. J. H. SETH—What other expenses? All the invoices are handed to you.

The CHAIRMAN—Personally I had not the slightest idea that you had not all the information you wanted. Mr. Seth considers you have. As regards the half-yearly meeting, I may say at once that I considered it quite unnecessary that such a small Company should have such a meeting. I think the shareholders will agree with me when I say it would be a ridiculous thing to waste their time in that way.

Mr. SPIESS—I endeavour to make the business prosper. If shareholders won't help me, then I must resign.

Mr. J. H. SETH—The working of the Company has nothing to do with the financing of it. Mr. SPIESS—If I know the cost of everything, then I can bring the money in.

The CHAIRMAN—It is a great pity that you never said so before.

Mr. J. H. SETH—I have often told you to come along and see the books whenever you wanted to.

Mr. SPIESS—That is not enough for me. Mr. E. SETH—I think the General Managers are quite capable of conducting the management of the Company.

Mr. SPIESS—They must be very clever to keep a year's working in their heads.

Mr. J. H. SETH—The General Managers have looked after the best interests of the Company.

Mr. SPIESS—To successfully manage the business I must know what is expended and what profit, if any, has been made.

Mr. J. H. SETH—What is it we spend that you don't know about?

Mr. SPIESS—You are spending too much money.

Mr. J. H. SETH—Come into the office and see. The books are open to you at any time.

The CHAIRMAN—You certainly never asked me about anything excepting the half-yearly meeting, which I considered absolutely unnecessary, and I think every shareholder agrees with me. If there are no other questions, I will propose the adoption of the report and accounts.

Mr. LI FUK TSAU seconded, and the motion was carried.

On the motion of Mr. GRANT SMITH, seconded by Mr. ENOS SETH, Mr. J. Cox Edwards was re-elected auditor.

The CHAIRMAN—Gentlemen, I have to thank you for your attendance. I am sorry I cannot say that dividend warrants are ready, but we must hope for better things later on.

The report was as follows:—The General Managers beg to submit to the shareholders their report on the Company's business for the year ending 31st December 1908 with a statement of accounts to that date. We regret we are unable to show a larger profit on the year's working in spite of doing a greater volume of business but our expenses have increased considerably although we have, with the help of your Manager, Mr. J. O. Spiess, done what we could to reduce them. Our profit on sales has been entailed by the great drop in exchange and by the high price of hair at present prevalent in Europe. The net profit for the year including \$58.82 brought forward from last account amounts to \$28.29 which we propose to carry forward to next year.

Mr. Beattie was elected auditor for the year under review but owing to his having to go away he resigned and Mr. J. Cox Edwards was appointed to fill the vacancy. Mr. Cox Edwards being eligible offers himself for re-election.

RANDOM REFLECTIONS.

The question of the week has been—What price railways?

We know that young people have ideas as to their own rights, and some of us remember the great things we were going to do when we reached our majority. How disgruntled we should have been with our parents if they continued spanking us after we had begun to show down on our upper lips or after we had put up our hair and got into long skirts. Yet a Detroit Police Judge has decided that a father had a perfect right to spank his seventeen-year-old daughter, that punishment having been adopted in an effort to keep her away from nickelodeons which, being interpreted, means cheap shows. The daughter said she was too old to be spanked; the Judge decided not. Really, it seems that it is worth while to be a father after all.

It is really too bad of the weather clerk to plague us as he has been doing. He has practically spoiled four Saturdays in succession and made outdoor exercises impossible. Looks as if he acted with malice aforethought. Perhaps, as Burns said in his address to the "de'il" he might "tak a thocht an' mend."

I noticed the other day in a Hankow paper an announcement to the following effect:—

We are desired by Doctor—representative of Dr.—to state that he is leaving shortly for a tour through northern ports, and those wishing his services should make their appointments early.

It reminded me of a brass plate on a certain doctor's door in Jersey which read "Dr. Accommodations Mondays and Thursdays." Until now I had supposed that in Jersey they managed these things better than they do in most places; but Hankow evidently rivals Jersey in this respect.

It is only a Chinese thief who would dream of stealing teeth, though I have heard an indignant father at home complain that his family would not only steal his teeth, but would come back for the gums. Of course teeth have a commercial value as we know from certain advertisements, but it is hardly to be expected that it was sufficiently hard to constitute a temptation for thieves. When speaking of this incident to a Chinese friend he surprised me by stating that it was the practice of Chinese dentists to rub the gums of their patients with some material which caused them to finally sneeze, when their teeth or teeth dropped out. I don't vouch for the accuracy of the statement, but it was given me as gospel.

There are a few good golfers and a few expert linguists in Hongkong, and if the hero of the following story should be chosen from among them I would not be surprised. A broker who had the reputation of using strong language on the links started out one afternoon to play nine holes. Looking back after he had driven off, he saw a great crowd following. There were young men and old, good players and bad, all trailing close behind with looks of interest and expectation. The broker paused and turned. He smiled politely and nervously. "Really, gentlemen," he said, "this is very flattering. I hope I am in good form this afternoon. I trust I shall play well enough to reward all this kindly interest." "Oh, it isn't that," replied an elderly lawyer, with a chuckle. "We came out to listen."

The Duke of Rutland must be a sarcastic old chap. He advocates evening continuation classes at which members of Parliament might learn something about agriculture. But why not common knowledge?

It is perhaps surprising to some to read that in Arkansas a bill has been introduced into the Legislature making the game of football illegal and punishable by a heavy fine. Football is a very serious game in the States where the reports of matches read almost like the records of battles. Consequently the introduction of such a measure need not occasion surprise. The only surprise is, perhaps, that it has been so long delayed.

The prohibition of football by an American State legislature is another indication of how history repeats itself. In the early days the Scottish Parliament sought to put a stop to football as it was found that the young men preferred this to practising archery, at which, as we know, the Scots were woefully deficient when compared with the English.

It is interesting to inquire into the origin of things, though occasionally we make unpleasant discoveries. When it was suggested to me that the modern walking stick could be traced to the anthropoid ape breaking off the branch of a tree to support himself when he began to walk upright, I felt inclined to leave my stick at home afterwards. The reflection hit in a double sense. It showed that man needed assistance in walking, upright and it showed that some men were not very far removed from their ancestors. Reminds me of the good joke which Mr. Ward perpetrated in "When Knights Were Bold." A reference to people having had a common family tree led the humorist to illustrate his conception of the common family tree by jumping around like a monkey.

But this is a digression. When I wrote the opening sentence of the last paragraph I had in mind the origin of our beloved game of billiards. I read that it was invented by a pawnbroker, William Kew by name, who flourished in London some time in the sixteenth century. This inventive arduous relative of the needy used to employ his leisure hours in wet weather when trade was dull by taking

down the three balls which were the insignia of his profession, and pushing them about the counter of his shop with a yard stick, after the manner of the game as at present played, and using boxes fastened to the sides of his counter for pockets. Out of this was developed a table with a tessel of slight elevation about it to keep the balls from rolling off on the floor, and to enable the player to make what have since become known as cushion shots. Marvellous, isn't it? Who would have thought that billiards would have had such a common, yea plebeian origin?

If American newspapers may be trusted, the mother-in-law joke has received a blow from which it is not likely to recover. A Pittsburgh father shot himself on hearing that the excitement attending the arrival of twins in his family had caused the death of his mother-in-law, and it was stated that such a display of affection for a mother-in-law ought to put a final quietus on the mother-in-law joke.

RODGER RANDOM.

CHINA'S MODERN ARMY.

A FEW STATISTICS.

A Peking correspondent of the *Manchester Guardian* sends some details of China's new army, respecting which he says activity is most marked in Manchuria, Chekiang, and Fukien. Where the Japanese are most active, whereas in Turkestan, Kansuh, and Mongolia, spheres of Russian influence, no special efforts are being made.

At the end of 1907 there existed eight divisions, 16 mixed brigades, and three regiments, giving a total in officers and men of 146,252. Of these bodies very few could be brought up to war strength owing to an insufficient supply of reserves and equipment. What advance was made during 1908, it is impossible to say, though the recent manoeuvres, in which 21,000 to 22,000 men of all arms took part, gave proof of steadily increasing efficiency. The completion of the new programme, however, will result in an army on a peace footing of 402,600 men, and on a war footing of 1,011,300. As to the scheme on which this army is to be built up, the highest unit in peace is the division, with an establishment of 748 officers and 10,435 men. The highest unit in war is the army corps, which consists, in addition to the peace division, of a reserve division, a reserve brigade, and three reserve battalions. Each of the 36 peace divisions is to be brought up to war strength in this manner.

The educational part of the new scheme provides for four different classes of military schools, graduates of which alone will in future be eligible for the position of officers, though until the supply is sufficient individuals selected from the old organisations will be utilised. The lowest class is formed by the preparatory schools, which are established in all the provinces. They are 26 in number and are responsible for what is usually called "grounding"—namely, instruction in elementary general knowledge. After passing three years in these schools, candidates pass to the military middle schools. These are four in number, and in them general education is extended and a beginning made in military instruction. Students are to undergo two years' theoretical and four months' practical training, after which they pass into the war school, where teaching is of a purely military character, and where they remain one and a half years. They pass a satisfactory examination they then become lieutenants, and the best of them, after two years' service, are drafted into the Staff College, which is entrusted with advanced professional education. The higher positions in the army will only be given to men who have graduated at the Staff College. Up to the present only the first of these four classes of schools has existed. The remainder are to be established as students issue from the preparatory schools. In some provinces there are also certain special schools for veterinary, pharmaceutical, and medical, but these have not advanced very far. Good work, however, has already been done in the topographical schools which have been established by all reformed provincial administrations. As soon as a sufficient number of officers from the new military schools is available there is to be a general lowering of the age limits at which officers are to be retired.

It will thus be seen that the Chinese officer of the future will be a person of quite different calibre from that of his predecessors. For these schools are all placed under the supervision of the War Office, or Lu Chün-pu, which was established by an Imperial decree dated June 1st, 1907. It is divided into a Central Department, a Military Council, and ten sections. The first acts as a central registry, and deals with all matters not allotted to any of the ten sections. The second deals with all questions relating to organisation and intelligence, whilst the ten sections are made responsible for such matters as transport and Imperial Post, arms, ammunition, fortifications, breeding, To the War Office is attached a general Staff consisting of five departments, subdivided into 15 sections. Its prescribed establishment is 58 officers and 14 military officials.

SMALL FOOT CRAZE.

ENGLISH WOMEN WHO TORTURE THEIR TOES WORSE THAN THE CHINESE.

In photographs of Paris fashions in a London illustrated paper recently one lady was shown with a substantial foot, and for the moment says a commentator we fancied that the tiny trill was doomed. Alas, it is not so, as our representative discovered on visiting the maker of the smartest shoe in London.

"No," said the Oracle. "You never met a well-dressed woman who would have a shoe which really fitted her, and you never will. Ease before elegance does not count with the woman of fashion."

To begin with, a small foot and a high instep are regarded as signs of good breeding, and to show that a woman has not had to work for her living. Then, of course, a big foot would not go well with a tightly cut skirt.

Ladies are so touchy as to the smallness of their feet that we dare not tell a customer that she takes size five. We fit her with a five and tell her it is a small three—really a two, madam! She probably does not guess that she is being fooled, and if she does suspect her vanity is flattered and a sale effected.

"We smile at the poor heathen China woman who distorts her feet, but really English women of fashion are little better. They squeeze their toes into boots much too small for them, and the result is not only that they walk with pain, but that their feet become disfigured—so much so that if padding became the rage they would not dare to indulge in it."

THE PANAMA CANAL.

The *Times* publishes the second of two articles by Sir Harry Johnston upon a subject that compels the attention not only of engineers, but of all to whom the development of marine commerce and naval strategy is of interest. It is almost exactly five years since the United States took over the building of the Panama Canal, and pledged themselves to solve a problem that had baffled the genius of de Lesseps. So well had the work been begun that it is now hoped by those responsible that in 1915 the waterway will be open to commerce. But the plan adopted by the American authorities involves the subjugation of great natural forces; and as Nature has a way of asserting herself at the expense of science, however skillfully applied, it is always possible that something may happen to prevent the completion of the work at so early a date. The plan is to lift the Canal, by a system of locks eighty-five feet above the sea-level for a considerable part of its course. It is proposed by means of a huge dam to hold back the waters of a small river called the Chagres that runs into the Atlantic. Thus a great lake will be formed about twenty-three miles in length, feeding a channel over the same level for another nine miles. Thirty-two miles out of fifty miles, the total length of the Canal—will thus be provided for; and for fifteen miles, in the deeper parts of Lake Bohio, as the great reservoir will be called, the necessity for digging and dredging will be obviated. At each end of this stretch of water will be gigantic locks, capable of taking the biggest ship afloat and built in duplicate. Vessels coming through from the Atlantic will sail along a cutting inland from Colon for seven miles until the Gatun Dam is reached, and the dam already mentioned. They will be lifted to the level of Lake Bohio by a continuous stairway of three locks each twenty-eight feet six inches in height. Crossing Lake Bohio they will pass through the Culebra cut, which severs the backbone of the Isthmus; descend a lock with a thirty-foot drop; cross another lake two miles broad; descend two more locks, and enter a sea-level canal eight miles from the Pacific.

Naturally, a project so audacious conceived has been greatly criticised. Its key is the Gatun Dam, and the dam has been condemned by experts whose opinions cannot be lightly dismissed. The foundations of the structure will, it is said, prove too weak to resist the pressure of the imprisoned lake. So insistently has this point been pressed that last winter Mr. Tai felt constrained, in company with a committee of experts, personally to inspect the dam. The commission found in its favour, a verdict which Sir Harry Johnston emphatically endorses. Both Mr. Tai and his predecessor have, it is said, advised that clear that were it after all found advisable to construct a sea-level canal, the change would be made immediately. In the article which appears Sir Harry Johnston discusses the administration of the Canal zone. The views he expresses, coming as they do from one well qualified to pass judgment upon a great venture of white men undertaken in a tropical climate, would dispose of much of the criticism that has been arisen in this regard. The health problem; he writes, of a place that disputed with Sierra Leone the title of the "White Man's Grave" has been turned into a question of degree of comfort and hygiene in a daily life. Death and sickness are rarer among the whites than among the blacks; while the latter are mainly afflicted by diseases brought from the West Indian islands. Crime is infrequent, thanks to the prohibition of liquor by the Canal Commission. This is a high tribute to successful work in difficult circumstances. In some respects, no doubt, there is still room for improvement. Sir Harry Johnston, for instance, has a very brief holiday—fifteen months in all between September 1878 and April 1909. On leaving he was entitled to the sum of £3,500 pay due in place of leave not taken, but his application for this sum was refused. Mr. Liang Shih-yi offered him instead a bonus of £600 and an engagement of three years as Consulting Engineer in London at a salary of £1,000 per annum. In other words Mr. Kinder was asked after 31 years service to do three years' advising work to the Yu Chuan Pu in London for nothing. Mr. Kinder naturally refused this appointment. Here is his letter:

MR. CLAUDE W. KINDER, C. M. G.

Mr. Kinder, as already announced, has retired from the Imperial Chinese Railways of North China and is now on the train bound for England after thirty-one years of loyal and devoted service. No foreign employee of the Chinese Government ever left China with a higher reputation for ability, energy and unswerving integrity. His work speaks for itself. The railway built by him is one of the most valuable assets of the Chinese Government. From the revenue earned by it has been defrayed, among other things, the cost of the construction of the Peking-Kalgan Railway. It is the security for various railway loans abroad.

Japanese papers to hand announce that Mr. Kinder has been appointed Advisory Engineer to the Yu Chuan Pu, resident in London. We wish that the statement were true. We wish that Mr. Liang Shih-yi, the present Director-General of Railways, could have seen fit to show some appreciation of the services rendered by Mr. Kinder, but we have been disappointed. Not only has Mr. Kinder left China without the smallest recognition of his services; he has even been deprived of considerable sum to which he was, by procedure and practice, entitled. During his long service Mr. Kinder had only a very brief holiday—fifteen months in all between September 1878 and April 1909. On leaving he was entitled to the sum of £3,500 pay due in place of leave not taken, but his application for this sum was refused. Mr. Liang Shih-yi offered him instead a bonus of £600 and an engagement of three years as Consulting Engineer in London at a salary of £1,000 per annum. In other words Mr. Kinder was asked after 31 years service to do three years' advising work to the Yu Chuan Pu in London for nothing. Mr. Kinder naturally refused this appointment. Here is his letter:

April 2, 1909.

H. E. Liang Shi Yi.

Director-General, Peking.

Dear Sir:—After giving more consideration to your offer to make me Advisory Engineer to the Board, residing in London, I have decided that it is wisest not to accept the position.

I find the Board as at present constituted, is distinctly hostile to what I consider China's true interests as well as the honest reading of the Loan Agreements and Protocol. The Board has also persistently ignored my position and authority in a marked degree ever since Mr. Chow resigned his post as Director. Under these circumstances it would be impossible for me to serve with the full respect and loyalty essential to anyone acting in an advisory position.

With regard to pay in lieu of leave, I trust you will reconsider your proposal to give me a bonus of £600, which I prefer not to accept. I merely want what I am fairly entitled to and not presents in any form whatever.

I shall be obliged if you will have an immediate reply.

Yours truly,

(Sgd) C. W. KINDER.

After the receipt of this letter Mr. Liang Shih-yi paid into Mr. Kinder's account £2,000 one year's salary, and Mr. Kinder, too proud to press his claim, has accepted this sum in lieu of the payment of £3,500 to which he was entitled. Contrast this treatment with that accorded by a predecessor of Mr. Liang Shih-yi to a Jesuit, the Belgian Engineer-in-Chief of the Peking-Hankow Railway, the first section of which, namely from Lokuchow to Paoing-fu, was built by Mr. Kinder.

When Mr. Jadot left China after five years' service he was awarded by the Chinese Government, justly awarded we consider, an honorarium of 250,000 francs (£20,000), for the work done on the railway, and 50,000 francs (£4,000) extra for the Yellow River Bridge. Mr. Kinder leaves with a reward of £1,500—less than nothing.

The treatment which Mr. Liang Shih-yi has seen fit to accord to Mr. Kinder has been a subject of comment for sometime past. It is none of our duty to express any opinion upon the appointment of Mr. Kinder's successor, but it is our duty to make known the facts of Mr. Kinder's departure and refute the statements published in the Japanese press that Mr. Kinder has been treated generously by the Chinese Government. It is questionable whether any employee of any foreign government of the standing and record of Mr. Kinder was ever treated more ungenerously—*Peking and Tientsin Times*.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Charnat, Lait Charnat and Special Skin Tonic and Poudre Charnat will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, 463

THE INCREASE OF LUXURY.

ABNORMAL CRAVING FOR NEW SENSATIONS.

[BY LADY GROVE.]

It was inevitable that there should arrive at some time or another the beginning of a reaction against superfluous expenditure. The chief danger is that once a certain standard of luxury has been set anything below that standard appears to those nursed in its lap as hardship. The luxuries of one age become the necessities of the next. This need not be altogether an evil. The desires that come from a better appreciation of the advantages of purity and hygiene, which would in a former age have been regarded as extravagances, are now expected as the natural exigencies of daily life. Of these an abundant supply of hot water, unadorned food, personal cleanliness, warmth, light, leisure, and comfort may be quoted as typical examples.

Even luxury may therefore be divided into two distinct categories: the luxuries that are profitable and the luxuries that are demoralising to those who demand or use them.

"EGG-DAY."

I remember the time when to the London children of the upper classes—the "poor rich," as I have called them—fresh butter was a luxury, and Sunday was spoken of by their greedy little mouths as "egg-day." But to-day people in the same position, whose incomes may be even greater than those of the families of whom I am thinking, would not venture to offer salt butter even to their servants.

The expectation of better and purer food, if it can be called a luxury, is not one of which I disapprove. I believe that to deprive children of all enjoyment in their food has a greater tendency to promote greediness than giving them an abundance of wholesome, and at the same time palatable, nourishment.

But the benefits derived from the fruits of progress and the growth of human culture in the past, to appropriate these benefits are wholly distinct from the abnormal craving for sensation and display that marks the modern plutocrat with its ugly brand.

UP-BRINGING OF CHILDREN.

In history there is no great change, I imagine, as in the bringing up of children. Formerly the children of even the greatest houses were brought up simply, and in a manner devoid of ostentation. At this moment, however, I know a household where one of the men servants is known as "Miss Dash's footman." Miss Dash, aged five, is the daughter of one of the representatives of the famous banking firm of Dash, Splash, and Co.

There is perhaps no reason why Miss Dash should not have a footman; there is, on the other hand, no particularly evident reason why she should. And how Miss Dash succeeds in containing against the author of all evil and in keeping her footman out of the mischievous path of idleness I cannot pretend to say; but to dress a full-grown, able-bodied man in a splendid, almost decorated with superfluous buttons and bell-peers, to overfeed and to over pay him does not seem to me the best solution of the problem of unemployment.

Then there is the terrible present-day system of overfeeding. In *The Daily Mail* of last Saturday luxury in the matter of food in Paris is said to take the form of quality and not quantity. But the French are not the only people who find a gourmet (who in the strict meaning of the word is a connoisseur of wines, not of food) more tolerable than a gourmet. The type of "gourmet," however, is obsolete. It is related that after his first meal at one of the other clubs in Pall Mall where he was receiving temporary hospitality while his own was being cleaned, he exclaimed, "I had no idea the middle classes lived so well." The modern young officer of the Guard regiments is recruited from all ranks of society, and the humblest line regiment will produce the magnificent young fool who cannot distinguish the difference between the true epicureanism of life and its shoddy imitation. Lord Rosebery is reported to have said in one of his public speeches that a man can only eat one dinner a day. It seems sound enough; but it is no more true than to say that a woman can only dress herself once a day, like the Islington gentleman with the kind and gentle heart who "clad the naked every day when he put on his clothes."

THREE DINNERS A DAY.

Mr. George Russell, in one of his amusing descriptions of a country-house party, says that there were at least three dinners served every day to the same people. I forget to say that would ordinarily be called luncheon, dinner, and supper. Anyhow there were what are called in America "square meals" served daily downstairs, supplemented by the early cup of tea in one's bedroom and sandwiches and drinkables placed there "the last thing" against possible pangs of hunger in the night.

If Satan finds employment for persons with empty hands, Providence does not assuredly do as much for those with over-full stomachs. Nothing is less conducive to useful work than over-eating and drinking. The underfed man may not be able to do much, but at least what he does is less likely to be tainted with the ghouliah promptings of repletion.

I have spoken only of "men," but in this sense more than in any other "men embrace women."

I have seen pretty, delicate-looking girls transformed in an incredibly short space of time by contact with a "set" into blowsy-looking matrons with youth behind them and a "past" before them.

THE WORSHIP OF MONEY.

The worship of money is so dominating a factor in plutocratic society that it has positively become part of the subconscious personality of those who compose it.

A cadet of one of the families of the great was discussing a visit he had been paying; the hostess was an American and the guests were all of the plutocracy. "Very easy, engaging manner," he said, "quite good-natured and amiable, but a curiously frank way of estimating a person's worth by their worldly possessions. 'Has he a motor?' or 'How many motors has he?' would be one of the first questions asked of an expected guest or anyone whose name was mentioned. They all had motors of their own," said my friend.

It could not have been that they wished to make use of them as a means of conveyance, but about a man was not what he had done, but what he had got. I remember saying at the time, "How extraordinarily vulgar," and being told, "Well, you know that's the curious thing; it sounds vulgar but, quite truthfully it did not strike me as vulgar at the time—the way it was done; but I confess that I was puzzled at the perfectly frank and unaffected way they showed their interest in a man's possible possessions."

The confusion of this fastidious young man is, I think, an indication of how easily the fine sensibilities are blunted by contact with the perpetual exhibition of a low or perhaps I should say, non-existing ideal.

Thus leisure from being a priceless boon deteriorates into an unending curse when it is unaccompanied by the fruits of intellectual labour.

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[36]

AMERICAN CHILDHOOD.

A GIRL'S ESCAPE.

What looks like another case of kidnapping has been agitating all America. Every newspaper has devoted about as much space to the attempt to solve the mystery as the *European* journals were giving to the crisis in the Ottoman Empire. Adele Boas, the fifteen-year-old daughter of wealthy parents living on the west side of New York, disappeared in broad daylight and her distraught parents are offering £1,000 for her recovery. Not the least amazing development in the affair is the admission of a police officer that it is not safe for a well-dressed girl to walk in the streets of the best residential districts of New York alone. Moreover, it is notorious how dangerous it is for any gentleman to be unaccompanied after midnight, even the heart of the city.

Stories of robbery by professional ruffians are of weekly occurrence, and the Chief Commissioner himself has more than once asked the Board of Aldermen to sanction an increase of the police force. The parents of Adele Boas insist that the child has been kidnapped, but the police are more inclined to believe she ran away from home, and in this they seem to be supported by the stories that she and her mother had quarrelled. The daughter is supposed to have been heard to exclaim, "Until recently I couldn't even go to school without a maid along with me, while everybody in my class made fun of my being a mamma's girl." Some of her girl chums say she had fits of melancholy, and may have committed suicide. Altogether the newspapers have succeeded in rousing the fathers and mothers of the city into an extraordinary state of excitement; which has not been lessened by the unconfirmed rumour that the girl had eloped with the chauffeur. She appears to have been popular with boys of her own age, for on the night of her disappearance fully fifty calls at her home to inquire for news of her. The day long by automobiles lives was blocked by crowds of women on the lookout for "the newest development and the latest sensation." Thousands of lithographs of the girl have already been printed, and appear all over the west.

LATER.

While thousands of detectives throughout the Eastern States were scouring the country to find a trace of Adele Boas, that little lady came home all by herself from Boston. She seems to have left New York merely upon a sudden impulse, with \$20 in her pocket. She was in Boston, and spent the night in a boarding-house, and actually worked one day as a maid-servant. She devoted hours in wondering at the beauties of the "Hub of the Universe." Then, when she saw the papers with her father's offer of £1,000 for her return she promptly bought a ticket for New York. The first thing she said to the crowd of reporters at the station was, "See, I have come voluntarily, so papa won't have to pay that \$5,000." She had a ready \$1 left, and was so tired she could hardly stand.

At least 150 persons on the trip from Boston demanded to know if she were the missing Adele. She denied the soft impeachment with spirit and success. A reporter, who identified her at Stamford, telegraphed to her father, who welcomed her with tears streaming down his face upon her arrival in New York. Her stockings were badly torn. When the carriage drove her home he picked her up in his arms and carried her into the house like a naughty child, a crowd several thousand strong cheering loudly.

TO PURIFY WATER.

The use of aluminiferous as an agent for purifying water is gradually establishing itself in India. This chemical has been employed for years, with excellent results, in the settling tanks of the Calcutta Corporation, and it was adopted some five years ago by the Howrah Municipality, whose engineer reported very favourably upon its merits. The appearance of the water, he stated, "was much improved during the rainy season, the milky appearance peculiar to the filtered water during the rains, which is attributed to the clay held in suspension, and which no amount of filtration alone seems capable of entirely removing, practically disappeared." As the cost of this purifying agent is considerable, working out in Howrah to about two paise per 1,000 gallons of water treated, it is probable that many municipalities, Union Committees and other local authorities would utilise it for cleaning tanks if they were aware of its efficacy. The special merit of aluminiferous is that after its use, the purified water contains no constituent which was not present in the liquid before treatment. Aluminiferous is in fact merely a compound of alum, which the Chinese have employed for centuries to clarify water. Alum being costly, a substitute has been found in aluminiferous.

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ST. PATRICK."
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

HONGKONG, 17th May, 1909. [744]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

HONGKONG, 19th May, 1909. [5]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMO MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optimal Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 27th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

HONGKONG, 20th May, 1909. [769]

NIPPON YUSEN KAISHA.

HONGKONG, 20th May, 1909.

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SCIENTIFIC MISCELLANY

THE RUBBER SEARCH—A DREAM OF SMOKELESS TOWNS—HUMAN HORSE-SHOES—AIRSHIP HARBORS—ELECTRIC LIGHT FATTENING—A NEW TELEPHONE RECEIVER—A MATERIAL FOR ELECTRIC GRATES—REINFORCED PAPER—THE ELECTRIC COFFEE-ROASTER.

Rubber is in such demand for modern uses that not only are new plants supplying it being sought, but eager efforts are being made to produce substitutes. Artificial indigo and artificial camphor are among the great successes of modern chemistry, and artificial rubber seems to be near at hand, as the production of nitrone by synthesis has been already announced by Mr. Alcock and Dr. Docherty of Burton-on-Trent, England. A process yielding an adequate supply would take rank as one of the greatest of chemical achievements. Substitutes for rubber find some uses, and one of the most promising recent ones seems to be a patented German composition containing glue, glycerine, chromesalts, "lead plaster," vegetable fibers parchmented by acids, gum tragacanth, vegetable balsams, and water-glass. A process of making rubber from naphtha is said to be under test on a large scale in the Caucasus.

In the ideal town of the future, as pictured by Sir Oliver Lodge, the houses will have gas for heating by open fires and for cooking, and electricity for lighting. The gas produced from the coal at the mine will be sent long distances through pipes, as water is now distributed. It is hoped that the experiment will be tried soon, the burning of crude oil in town being absolutely forbidden, and at least two English towns are already considering the plan. The purification of the air is one of the greatest needs in the improvement of the conditions of city life.

A new German horse-shoe, designed to prevent slipping on asphalt and wood-block pavements, has a countersunk groove, in which is inserted a piece of lamp rope. The rope can be readily replaced, and as it alone comes into contact with the slippery pavement, the horse suffers a very sure footing. Consul-General R. P. Skinner reports that the shoe is making considerable headway in Hamburg.

If airships are to come into common use, one of the first considerations must be to provide suitable shelter for them when not in use and in storms, for their fragility and large size make them especially liable to damage by the wind. A German author suggests a simple earth harbor as the most practicable refuge. This would be an excavation in the earth, somewhat larger than the airship in length, breadth and depth, and by means of extra ropes it would be possible to haul the vessel from the air down into it even in a storm, for there would be no dangerous narrow passage to traverse, as in entering the iron shed now used by Count Zeppelin on Lake Constance. A light, flat roof, easily moved on wheels along, would close the pit. For occasional use in danger, a trench with earth walls held up by growing vegetation would suffice, but for regular use as a station, there should be walls of masonry or cement, with stairs, elevators, electric light and power, a searchlight, and a strong roof of iron and glass, moved by an electric motor. The earth harbour and station will cost many times less than any structure above ground.

Stimulating the appetite is one of the strongest uses to which artificial lighting is put. At the London Zoological gardens, small birds are called to breakfast two hours ahead of their usual time by the turning on of the electric lights, and quails are fattened for the London market in underground cellars, which are lighted up many times a day to induce the birds to feed often and abundantly. At the Berlin zoological gardens a similar plan is adopted to make certain bears hibernate. For several weeks in fall their dens are brightly illuminated, they have a plentiful supply of their favorite food, and they eat and grow very fat, so that, when winter comes and their dens are barricaded, they quietly go to sleep for two or three months, just as in their native haunts. In spring they awaken, lean, hungry and healthy.

In a telephone receiver having no diaphragm, the poles of a permanent magnet are connected by a soft core in a continuous magnetic circuit. The core is surrounded by a coil that connects to the transmitter and a suitable battery. The undulatory current from the transmitter affects the entire magnetic circuit, reproducing the voice distinctly without the disturbances from the diaphragm. Sounds reproduced have filled a large hall.

Silundum, the new material for industrial and domestic apparatus made in the electric furnace by F. Bolling, a German engineer, is now being supplied commercially by a special factory in Switzerland. It is a form of silicon carbide produced by saturating carbon with silicon, which is a vapor at about 1600 C., and the product differs from carborundum, the amorphous or crystalline silicon carbide, in being a very hard and resistant mass retaining the shape originally given the carbon. That is, the carbon, as bricks, rods or utensils, may be coated with or entirely converted into silundum by heating in silicon vapor. Below 1,600 C., silundum does not melt or oxidize, and it is expected to find a large field as a cheap, resisting and durable substance for the heating rods or grids of electric kitchen ranges. As it can be given a high temperature without risk of overheating, the ranges may have the glowing heat of a coal fire. As silundum is not affected by acids or chemicals, it may take the place of platinum for many uses, especially in apparatus for melting brass, aluminum, lead and other metals, and for laboratory ovens requiring high temperature. It is attacked by very hot molten metals, from which it may be protected by a thin coating of platinum.

A novel material for flying machines and airships is a kind of reinforced paper, and is claimed by the German inventors, Dr. Wagner and Herr von Radinger, to be exceptionally light and strong. It is made of paper, raw silk and other fabric bound up with steel wire. The product is said to be inexpensive, proof against fire and damp, and is expected to prove serviceable for a variety of purposes. A test of it is being made in an airship now being built at Stuttgart.

The latest coffee roaster has a stationary inner cylinder and a rotating outer one of perforated steel, with space between for the coffee beans, and blades to ensure thorough mixing and even roasting. Heat is applied to the inner cylinder by electric current. For sampling the roasting, a small cup is so arranged that on pressing a knob three or four beans are thrown out without stopping the cylinder.

THE GODS AND THE WEATHER IN INDIA.

Recent weather conditions all over India says a Calcutta paper, have been most unusual. Rain-storms have been reported from every part of the land, and the precipitation has been heavy everywhere, heavy enough in some cases to cause floods, and in the Punjab to hurt the wheat crop, which promised to be a record one alike in yield and in price. Everywhere else the rain has been a blessing, for water supplies were already getting dangerously low and the land was lying of drought. Now the springs are replenished, the grass sprouts for the half starved cattle, and the crops may be saved. But the rain is not the light life-giving rain of April. It is the heavy rain of the monsoon. The reason for this is stated by the meteorological people to be the late advance from the Central Asian high lands of the cold winter depression. It ought to have come down five months or so ago but evidently stopped to help in the Persian revolution. There is one man at least, however, who does not share this opinion. This is Pandit Deva Datta-Nath, a Gihotri, of Gaya and other places. The rains, he declares, are due directly to his prayers and intervention. The Gods, angered by the growing irreligion and carelessness of the people, and especially of the wealthy and high placed Hindus, disgusted above all by their ingratitude in the matter of offerings, had withdrawn their favor from India. The Kali Yuga was going to be also an era of deadly drought, and the land would wither and perish, unless particular petitions were made. The Pandit was very serious, and represented the matter to the various local Governments and to the Imperial Government. He offered to organize a corps of powerfully prayerful pandits headed by himself, whose business it would be to offer invocation and avert misfortune, if Government would send its way to phelching them on the regular Establishment. There were, he maintained Pandit and Bara Lat Pandits, so why not Pandits and a Bara Lat Pandit? He fancied that these last would be likely to be the more useful body, since it is natural that the gods of India would be less perfectly acquainted with foreign priests than with native pandits. He himself was on particularly good terms with the Powerful Ones and a prophet and weather producer of approved ability. His complaint was that the authorities refused to take him seriously and frittered away their energy and money on foolish schemes of change and reform instead of attending to the main-spring of India's prosperity and control. It is possible that the Pandit may be not quite right regarding the weather, but he is not quite wrong on some other points.

A BLIGHTED CAREER.

The Seoul Press, the English newspaper conducted by Japanese in the Korean capital writes:

The recent exposure of the Japan Sugar Refinery scandal is truly regrettable, for it has certainly disturbed the economical equilibrium of Japan and lowered the credit of Japanese business men in the eyes of the world at large to a great extent. It will require much time and labour on the part of Japanese business men to adjust the unsettled financial situation and recover their damaged reputation. But the losses along these lines, great as they are, do not appear to us so lamentable as the disreputable and disgraceful career of Mr. Yokoi, who followed in the train of scandal. Above all we regret to find the name of Mr. Yokoi among the men who have been found guilty in connection with the affair. For there is no gainsaying that Mr. Yokoi is or rather was one of the ablest and most promising of the younger generation. Born the son of the celebrated Shonan Yokoi, one of the leading figures in the history of New Japan, and receiving the highest education in America, he was looked upon as a man worthy of his illustrious father and capable of accomplishing some great service for his country. And in fact for a time he did not fall short of the great expectation and confidence the public had placed in him. Noble in appearance, highly learned, eloquent in speech and brilliant in writing, he was every inch a leader of men. First as a preacher of Christianity, then as the President of the Doshisha, the famous Christian College in Kyoto, and later as the chief editor of the Tokyo Nichi Nichi, Mr. Yokoi proved himself such a successful man that thousands of young men simply made an idol of him. A great future was store for him, when all of a sudden his career so brilliantly and successfully pursued has come to a stop, just as a beautiful flower falls before a blasting wind before it could bear fruit. And what was the price he paid for such a calamity? Was it the fortune of a millionaire or the chair of a Cabinet Minister? Alas! it was nothing more than a paltry sum of 2,500 yen! A more painful thing it is hard to imagine.

We are not given to preaching, but we cannot help pointing out to our younger readers a great lesson which this unfortunate man has furnished. It is the vital importance of our keeping to the principle of high thinking and low living in order that we may maintain our moral character in the face of all sorts of temptation. I dare say, Mr. Yokoi led a very plain and simple life, but after he secured a seat in the legislative assembly of Japan it was his daily experience to see luxurious and fashionable life around him. Had he been a man of strong will, he would have scorned to be mixed up with such a life. But one great weakness of his seems to be the lack of an iron will. He gradually became accustomed to such life and what appeared to him at first to be extravagant and sinful came by degrees to be looked upon by him with indifference and even with appreciation. He came to need fine dinners, fine clothes and a fine house. The result is easy to see. When Mammon appeared to tempt him, he easily fell a victim and his career has been irretrievably ruined. Sin and crime are not the off-springs of a sudden impulse. They are slowly and gradually nurtured in an un-

guarded mind. The world is full of temptations and it is necessary to be always on the alert to repel them in order not to be captured by them unawares. The best weapon against their attack is high thinking and low living.

SHARE REPORT.

Messrs. Erich Georg & Co. in their weekly share list, dated 22nd May, state:—A moderate to fair general business has been in progress during the week under review, but prices have not changed much, except in Banks, China Sugars and Lunds, which have improved further, and Indo-Chinas and Duck shares, which have suffered a set back. The sterling demand rate of exchange on London close at 16, 9/16, while rates on Shanghai are 7 1/2 for a Bank T/T, and 7 1/4 for a three days sight Private Draft. "Barrister" in London is quoted at 24 1/2, and "Convolv" at 23 1/2. The Bank of England's rate of discount remains 2 1/2 per cent., while the private market rate of discount has advanced to 1 1/2 per cent.

BANK SHARES—Hongkong and Shanghai sold at 955 to 980 and have buyers now at latter rate; the London rate is 290. Nationals are unchanged.

MARINE INSURANCE SHARES.—Union found further buyers at 3845, and Cantons sold at 3975. In other stocks under this heading nothing has transpired and rates are unchanged. FIRE INSURANCE SHARES.—Hongkong have again been done at 3345 and continue in demand. Chinas are wanted at 3110, after a sale 3108 but none seem to be available at present.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats changed hands at 331 and 331 1/2, closing with buyers at the higher figure. Indo-Chinas weakened considerably both here and in Shanghai, and after sales at 320 to 377, the stock is on offer at 375; we hear the rate in the north has dropped to 75. The London rates are unchanged. China and Manilas, as well as Douglas, are unchanged. Star Porters are wanted at 226 for old and 215 for new issue shares. Shell Transport, in sympathy with a London quotation of 61s, have local buyers at 60s. 6d. for Bearer scrips. Union Waterboats are wanted at 3104, after a sale at this figure.

REFINERIES.—China Sugars changed owners in fair quantities at 140, 141, 142 1/2 and 145, and have buyers at the highest rate; sales at 147 1/2 for the end of June and 150 for August have been effected. Luzons are neglected with sellers at 116.

MIXING SHARES.—Charbonnages are unchanged. Raube sold in fairly large quantities at 394 to 394, and have further buyers at 394; Chinese Engineering and Mining Company's shares have advanced to buyers at 17.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks changed hands at 370 to 364, and have further sellers at 365; at 364, however, there are buyers. Geo. Fenwick's have sellers at 311. New Amoy Dock shares are firm with probable buyers at 39; we hear that a dividend of 50 cents per share for 1903 will be declared, and \$400,000 added to the reserve, after Royal writings off have been effected. Shanghai Docks dropped in the north to 75, but appear to be firmer again, since a wire received quoted a sale at 75. Hongkong and Kowloon Wharves have been done in considerable quantities, mostly to the north, at 359 and 358 1/2, and close firm with further small buyers. Shanghai and Hongkong Wharves have dropped in the north to sellers at 167.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have improved to sales and buyers at 1015. Kowloon Landers are firm at 830. West Point sold at 844. Hongkong Hotels are quiet at 87 1/2 for the old shares, which the new issue is offered at 842. Humphreys are unobtainable at 89, and a slightly higher rate would doubtless be paid for shares. Shanghai Lands are quoted 12s. 120.

COTTON MILLS.—Ewes improved to 12s. 124, but close easier at 12s. 122. Mail advices quote Internationals 12s. 69, Laon Kung Mows 12s. 109 and 109 1/2, at 88 1/2. Hongkong Cottons are quiet, but steady, at 88 1/2.

SINCEY MANUFACTURING COMPANIES.—China Light and Powers have been done again at 85, and have further inquiries. Hongkong Electric are in demand at 318 1/2. Green Island Cement changed hands at 38.30 and 38.80, and more shares are on offer at the lower figure. Ropes seem to be a trifle firmer, sellers at 24 having withdrawn from the market. United Asbestos, ordinary shares, are wanted at 13. In other stocks under this heading no sales have been reported, and rates are unchanged.

MISCELLANEOUS.—China-Borners have been negotiated 312 1/2 and 313, and buyers at latter rate rule the market. China Providents sold and are wanted at 94. Peak Tramways have been done at 14 for old and more shares are wanted, while the new issue is offering at 2. Lungkats are quoted 1s. 1150. Watkins have buyers at 33, Watsons changed hands and are obtainable at 39. Wm. Powells sold at 84. Other stocks under this heading are unchanged and no sales have been made public.

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Cutler, Palmer & Co.'s



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On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

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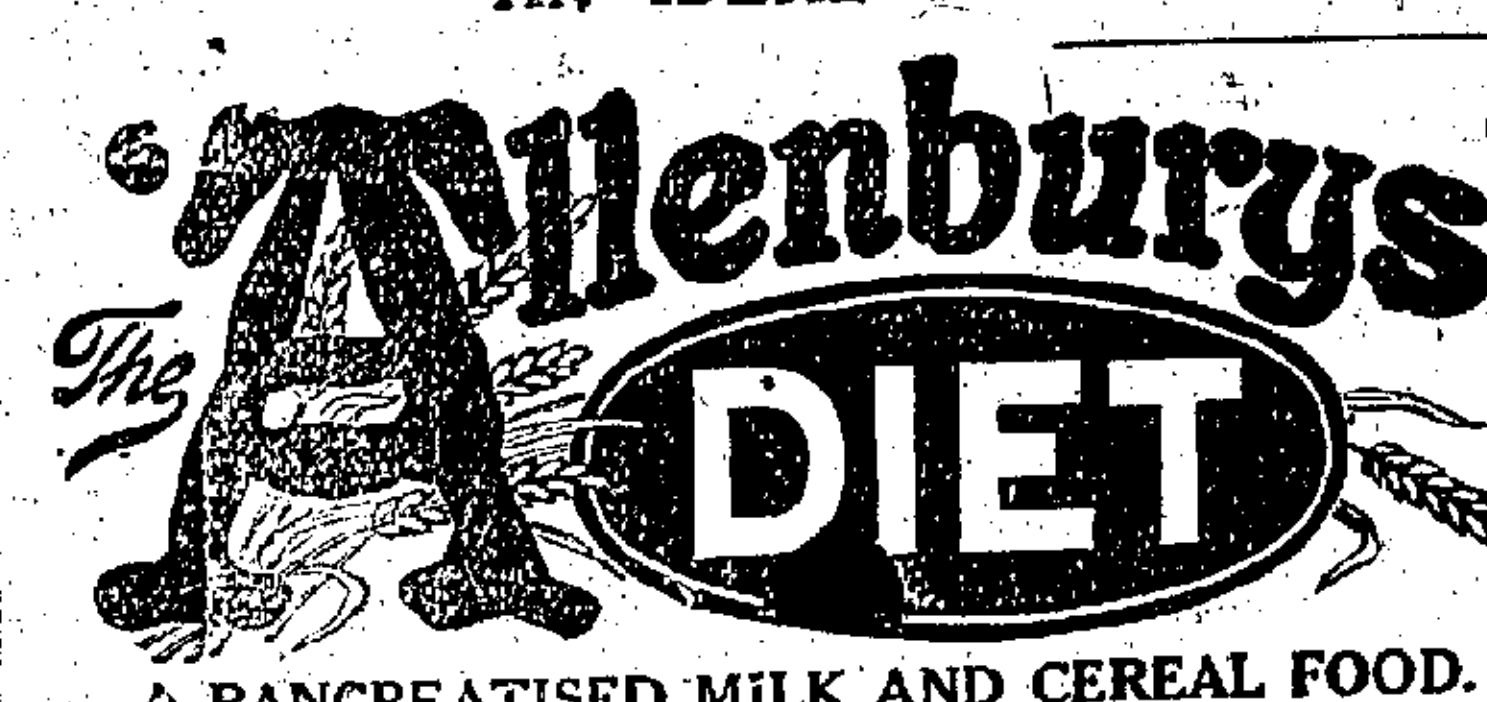
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SHIPPING.

ARRIVALS.

ASIA, British str., 5,432, H. Cankrager, 23rd May—Sun Francisco, 24th April & Shanghai, 20th May, Mail and General—P. M. S. S. Co.

CHIKI, British str., 1,135, J. Warrack, 22nd May—Swatow 21st May, Rice—Butterfield & Swire.

CHUNSIANG, British str., 1,418, W. E. Sawyer, 22nd May—Wuhu and Hankow 18th May, General—Jardine, Matheson & Co.

ELZEZUM, German str., 1,235, L. von Schilling, 22nd May—Felix Island 14th May—North German Lloyd.

GLENGOGAN, British str., 3,809, McGeogor, 21st May—Fochow 19th May, General—McGeogor, Bros. & Gow.

HAILAN, French str., 377, O. A. Hoeg, 22nd May—Hohow 21st May, General and Pigs—A. R. Murly.

MAITAN, British str., 1,183, J. S. Roach, 23rd May—Swatow 22nd May, General—Douglas, Laprak & Co.

HAYARD, Norwegian str., 1,066, R. Ronneberg, 22nd May—Mojoi 16th May, Coal—Aagaard, Thorson & Co.

HELEN, German str., 771, J. Jensen, 23rd May—Swatow 22nd May, Paper & General—Jensen & Co.

KEONG WAI, German str., 1,115, T. Kohler, 23rd May—Bangkok 16th May, Rice and wood—Butterfield & Swire.

KIUKANG, British str., 1,128, Robertson, 21st May—Wuhu 16th May, Rice—Butterfield & Swire.

MONTROSS, British str., 2,886, R. Gloger, 22nd May—Mojoi 16th May, Coal—Doddwell & Co.

PHRANANG, German str., 1,053, F. v. Mangoldt, 22nd May—Bangkok 15th May, Rice—Butterfield & Swire.

QUINTA, German str., 987, T. Frank, 23rd May—Wuhu 18th May, Rice—Siemens & Co.

SILEZIA, German str., 2,854, von Hoff, 22nd May—Shanghai 18th May, General—Hamburg-America Linie.

SOSHI MARU, Japanese str., 1,119, T. Sugii, 22nd May—Amoy 19th May, Amoy 20th and Swatow 21st May, General—Osaka Shosen Kaisha.

SUMATRA, German str., 520, C. Wapno, 22nd May—New Guinea 30th April, General—Melchers & Co.

TELEMACHUS, British str., 1,340, Gillespie, 21st May—Saigon 17th May, Rice and General—Chinese.

YINGCHOW, British str., 1,216, W. Frazer, 23rd May—Shanghai 20th May, General—Butterfield & Swire.

DEPARTURES.

22nd May.

BELOGRAVIA, German str., for Colombo.

BOMBAI MARU, Jap. str., for Singapore.

CHIOYU MARU, Jap. str., for Shanghai.

CHOWFA, German str., for Bangkok.

EMPEROR OF INDIA, Br. str., for Vancouver.

HONGKONG, French str., for Hoihow.

KAMO MARU, Jap. str., for Nagasaki.

KIUKANG, British str., for Canton.

KWONGLEE, Chinese str., for Shanghai.

KWONGTSE, Chinese str., for Canton.

LAURET, British str., for Saigon.

LAISANG, British str., for Singapore.

M. S. DOLLAR, British str., for Mojoi.

PEKA, British str., for Singapore.

PONGKONG, German str., for Bangkok.

WONGKOK, German str., for Bangkok.

ZAFICE, British str., for Manila.

23rd May.

CHIKI, British str., for Hongkong.

DAIGI MARU, Japanese str., for Swatow.

FRI, Norwegian str., for Haiphong.

FUKU MARU, Japanese str., for Mojoi.

HAIMUN, British str., for Swatow.

HIKOSAN MARU, Japanese str., for Saigon.

PITSANULOK, German str., for Bangkok.

PROTEUS, Norwegian str., for Bangkok.

TYMAHI, Dutch str., for Saigon.

SHIPPING REPORTS.

The British str. *Chunsiang* reports: Weather fine with one day's fog.

The German str. *Helen* reports: Rainy weather and Easterly winds.

The British str. *Chikhi* reports: Thick rainy weather, N.E. winds and sea.

The British str. *Telemachus* reports: Light Easterly winds and cloudy fine weather.

VESSELS IN DOCK.

May 22nd.

ABERDEEN DOCK—*Kowloon Dock*—Y. *Soutua*, *Scandia*, *Hein*, *Onang*, *Hopany*, H. I. S.M.S. *Tsingtau*, *Elzezum* Back.

COSMOPOLITAN DOCK—*Aniral* *Exelmaus*.

TAIKOO DOCK—*Linan*, *Mople* *Leaf*, *Pit*, *anulok*, *Samen*.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rate to the BRAZIL to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"CHINA."

Captain Bergulian, will be despatched as above on or about 25th inst.

This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Princess Buildings, Hongkong, 6th May, 1909. [3]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "PATHAN" ... About 16th June.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents. Hongkong, 15th May, 1909. [699]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H" midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL...	OCEANA	Brit. str.	—	T. H. Hilde, R.M.S.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 2nd June.
LONDON & ANTWERP VIA MANILA, &c.	DENBIGHSHIRE	Brit. str.	—	Barrett	JARDINE, MATHESON & Co., Ltd.	On 18th June.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Schmer	HAMBURG-AMERICA LINIE	On 8th July.
BREMEN HAMBURG & ROTTERDAM, &c.	SUEVIA	Ger. str.	k.w.	Bokhorst	HAMBURG-AMERICA LINIE	On 8th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SINGAMBA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERICA LINIE	On 17th June.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINIE	On 22nd June.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINIE	On 10th July.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—	—	MELCHERS & Co.	About 8th June.
MARSEILLES, &c. VIA PORTS OF CALL...	OCENIAN	Fr. str.	—	Sellier	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 28th inst., at D'Night
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKABA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th June, at D'Night
MARSEILLES, HAVRE & HAMBURG, &c.	SHIVA	Ger. str.	k.w.	Porcelius	HAMBURG-AMERICA LINIE	On 2nd July.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KITANO MARU	Jap. str.	—	F. F. Cope	NIPPON YUSEN KAISHA	About 2nd June.
GALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 1st June, at Noon.
NAPLES, GENOA, ALGERES, GIBRALTAR, &c.	P. E. FRIDRICH	Ger. str.	—	E. Malow	Messageries & Co.	On 2nd June, at Noon.
NAPLES, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Bergulian	BATHE, WIELER & Co.	About 25th inst.
BOSTON & NEW YORK	PATHAN	Brit. str.	—	—	DODWELL & Co., Ltd.	About 16th June.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 12th June, at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SUVERIO	Brit. str.	—	W. Shotton	DODWELL & Co., Ltd.	On 3rd June.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOMA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 18th June, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Nielsen	MELCHERS & Co.	On 8th June, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th July, at Noon.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Iske	MELCHERS & Co.	About 29th inst.
YOKOHAMA & KOBE	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
NAGASAKI, MOJIKOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 4th June, at Noon.
NAGASAKI, MOJIKOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th June, at Noon.
JAPAN	TUJONG	Dut. str.	—	Jurraane	JAVA-CHINA-JAPAN LINES	Quick despatch.
TIENTSIN VIA CHEFOO	CHENGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 4th June, at Noon.
SHANGHAI KOBE & YOKOHAMA	SHENYI	Frans. str.	—	Rebulet	MESSAGERIES MARITIMES	About 24th inst.
SHANGHAI	TINGSHANG	Brit. str.	—	Lee	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, MOJIKOBE	TAKASAKI MARU	Jap. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	Fraser	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI	DELHI	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 27th inst.
SHANGHAI YOKOHAMA, KOBE & MOJIKOBE	ARRADON APCAR	Ger. str.	—	A. Stewart	HAMBURG-AMERICA LINIE	On 29th inst., at Noon.
SHANGHAI YOKOHAMA & KOBE	ISTRIA	Ger. str.	k.w.	Lanning	HAMBURG-AMERICA LINIE	On 30th inst., at D'Night
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	ARBU	Brit. str.	—	H. Kirchner	MELCHERS & Co.	About 3rd June.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	P. B. LUTFOLD	Ger. str.	1 m.	C. D. Goldsmith, B.N.E.	P. & O. S. N. Co.	About 4th June.
SHANGHAI MOJIKOBE & YOKOHAMA	SHIVA	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 3rd June, at 4 P.M.
SHANGHAI	CHENGSHING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th June, at D'Night
SHANGHAI YOKOHAMA, KOBE & MOJIKOBE	FOOKANG	Brit. str.	—	Schwinghammer	JARDINE, MATHESON & Co., Ltd.	On 7th June, at Noon.
SHANGHAI YOKOHAMA & KOBE	BRASLIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINIE	On 8th June.
SHANGHAI YOKOHAMA & KOBE	SIAM	Dut. str.	—	P. J. van Emmerik	MELCHERS & Co.	Middle of June.
SHANGHAI	TILATAP	Dut. str.	—	K. Sugi	JAVA-CHINA-JAPAN LINES	Quick despatch.
ANPING VIA SWATOW & AMOY	BOHUI MARU	Jap. str.	—	T. Arthur	OSAKA SHOSHEN KAISHA	On 28th inst., at 10 A.M.
FOOCHOW	FOOSHING	Brit. str.	—	J. S. Bosch	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
AMOI & FOOCHOW	HAYMAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 28th inst., at 1 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	On 28th inst., at 1 P.M.
MANILA	KATONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	To-morrow, at 8 P.M.
MANILA	RUEI	Brit. str.	—	R. W. Almond	SHAW, TOMES & Co.	On 29th inst., at Noon.
MANILA	YUNSHANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 4th June, at 4 P.M.
MANILA	ZAPITO	Brit. str.	—	R. Rodger	SHAW, TOMES & Co.	On 5th June, at Noon.
CERU & ILOILO	CHIRI	Brit. str.	1 m.	F. Sembill	BUTTERFIELD & SWIRE	On 1st June, at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. C. Richards	MELCHERS & Co.	Beginning of June.
BOMBAY VIA SINGAPORE & COLOMBO	MOTORI MARU	Jap. str.	—	J. M. Hay	NIPPON YUSEN KAISHA	On 3rd June.
SINGAPORE & SAMARANG	HOPRANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 18th June, at Noon.
SINGAPORE, PENANG & CALOUTTA	KUTRANG	Brit. str.	—	Zwart	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINES	Quick despatch.

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PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJIKOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIO	6,232	W. Shotton	On 3rd June.
OCEANO	4,687	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathie	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS, 8 Hongkong, 21st May, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. Iske	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITELFRIEDRICH" Capt. E. Malchow	Wed. day, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUTFOLD" Capt. H. Kirchner	About Friday, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iske	Friday, 18th June, at 10 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. Hongkong, 21st May, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed. day, 14th July.	
"EMPRESS OF INDIA" Sat., 24th July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"EMPRESS OF BRITAIN" Fri., 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

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Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Rebulet	About 24th May.
MARSEILLES VIA PORTS	"OCEANIAN" Capt. Sellier	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 7th June, P.M.
MARSEILLES, VIA PORTS	"POLYNESIAN" Capt. Broe	On 8th June, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPORIN, AGENT, Queen's Building. Hongkong, 18th May, 1909. [2]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on FRIDAY, 26th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 24th May, 1909. [721]

THE Steamship

For SHANGHAI, YOKOHAMA, KOBE AND MOJIKOBE.

THE Steamship

"ARRATOON APCAR," Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 29th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks to Shanghai and Yokohama returning via Kob (Inland Sea) Moji to Hongkong providing stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 21st May, 1909. [763]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND L

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI, Capt. G. W. Gordon	About 27th May } Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA, Capt. T. H. Hyde, R.N.R.	Noon, 29th May } See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMALI, Capt. R. A. Peters	About 2nd June } Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA, Capt. C. D. Goldsmith, R.N.R.	About 4th June } Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th May, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 25th May, 3 p.m.
SHANGHAI	"YINGCHOW"	On 27th May, 4 p.m.
SHANGHAI	"ANHUI"	On 30th May, 3 p.m.
MANILA	"KAIFONG"	On 1st June, 3 p.m.
CEBU and LOILO	"CHIHUI"	On 1st June, 4 p.m.
SHANGHAI	"CHINHUA"	On 3rd June, 4 p.m.
MANILA	"LINAN"	On 6th June, 4 p.m.

THURSDAY, ZAMBONGA, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW, & AMOY	"SOSHU MARU" Capt. K. Sugi	WED'DAY, 26th May, at 10 a.m.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Untraversed Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"TINGSANG"	Tuesday, 25th May, Noon.
FOOCHOW	"FOOSHING"	Wed'day, 26th May, Noon.
SINGAPORE & SAMARANG	"HOPSANG"	Wed'day, 26th May, Noon.
TIENTSIN VIA CHEFOO	"CHEONGSHING"	Friday, 4th June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMRANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LD.,
GENERAL MANAGERS.

Hongkong, 24th May, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN" Capt. J. S. Roach	AMOY & FOOCHOW	WED'DAY, 26th May, at 8 a.m.
"HAIMUN" Capt. Evans	SWATOW	WED'DAY, 26th May, at 1 p.m.
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY & FOOCHOW	FRIDAY, 28th May, at 1 p.m.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th May, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ and PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	YOYAMA MARU Capt. S. M. G. Parsons	6500	WED'DAY, 26th May, at Daylight.
VIETNAM, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	WAKASA MARU Capt. N. Nielsen	6500	WED'DAY, 9th June, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE	KAGA MARU Capt. M. Hugin	6580	TUESDAY, 25th May, at 4 p.m.
SHANGHAI, MOJI and KOBE	YOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 p.m.
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon.
BOMBAY via SINGAPORE, COLOMBO and NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon.
NAGAGAKI, MOJI, KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Mosher	5000	THURSDAY, 27th May, at Noon.
YOKOHAMA	KAWACHI MARU Capt. H. Petersen	6500	FRIDAY, 28th May, at 5 p.m.
	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon.
	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 4th June, at Noon.
	KUMANO MARU Capt. N. Mathieson	6000	WED'DAY, 9th June, at Noon.

* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 24th May, 1909.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 29th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. ISTRIA	... 29th May
S.S. BRASILIA	... 9th June
S.S. SEGOVIA	... 22nd June
S.S. C. FRED. LAEISZ	... 26th June
S.S. SLAVONIA	... 10th July
S.S. ANDALUSIA	... 18th July

Further Particulars, apply to—

FOR BREMEN, HAMBURG & ROTTERDAM:	
S.S. SUEVIA	... 8th June
FOR HAVRE & HAMBURG:	
S.S. SENEGAMBIA	... 17th June
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	... 22nd June
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILVIA	... 2nd July
FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA	... 8th July
FOR HAVRE & HAMBURG:	
S.S. ISTRIA	... 10th July

Hongkong, 22nd May, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	AMOY	Second half of May	JAVA	Second half of May
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJILATJAP.	JAVA	First half of June	SHANGHAI	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 17th May, 1909.

Telephone No. 375.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,
VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SAGINA
CRUZ (Mexico).

S.S. HONGKONG MARU	... 6000 tons gross	... Sail June 1st, at Noon.
S.S. MANSHU MARU	... 5000	... July 1st, at Noon.
S.S. AMERICA MARU	... 6000	... Aug. 30th, at Noon.
S.S. HONGKONG MARU	... 6000	... Oct. 26th, at Noon.
S.S. MANSHU MARU	... 5000	... Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORE MARU" and "SAIKO MARU" (2877 tons each) as follows:

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Saturday	Monday or Tuesday	
Ar.—Mukden	11 a.m.	Tuesday	Friday
Ar.—Changchun	8.50 p.m.	"	"
Ar.—Harbin	9.15 p.m.	"	"
Ar.—(Russian Train)*	5 a.m.	Monday	Wednesday
Ar.—Harbin	6.55 a.m.	"	"
Ar.—Harbin	3 p.m.	"	"
Connecting at Harbin with { State Express for Moscow, Wagon-Lite from Moscow, State Express for St. Pet.g.			
SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday
Arrive—Changchun	6 p.m.	"	"
Ar.—Mukden	7 p.m.	Wednesday	Friday
Ar.—Dairen	2.10 a.m.	"	"
Ar.—Harbin	12.30 p.m.	"	"
Ar.—Shanghai (Steamer)	afternoon.	Friday	Sunday
Ar.—Shanghai	"	"	Tuesday

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Ad.: "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOSITS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad.: "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. (137-722)

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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14, WATER STREET,
YOKOHAMA.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1898.

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CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
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